

Chapter 2

Alternatives

ALTERNATIVES

Chapter 2 describes and compares the No Action, Proposed Action, and 3 alternative ways to manage OHV¹ travel on the West End of the Heppner District. These alternatives were designed to address or resolve the relevant issues identified through public involvement and cause/effect analysis. A team of resource specialists (Interdisciplinary Team) developed these alternatives within the framework of the Forest Plan and applicable laws. Also presented are alternatives considered but eliminated from detailed study and the reasons for their elimination. This Chapter concludes with a comparative summary of the alternatives considered in detail. This comparison, combined with the more detailed disclosure in Chapter 3, provides the information necessary for the Responsible Official to make an informed choice between alternatives.

Range of Alternatives

The alternatives for this project were designed to express a range of possible actions. The interdisciplinary team developed the range of alternatives and project design elements presented in this chapter, based on the Purpose and Need and the issues described in Chapter 1.

An adequate range of alternatives is one that fully meets the Purpose and Need and addresses the relevant issues. An alternative to the Proposed Action must: (1) address one or more of the issues; and (2) meet the Purpose and Need. An action alternative that does not meet both criteria may be eliminated from detailed study.

Other influences on the development of alternatives included: Forest Plan goals and objectives, Forest Plan standards and guidelines, consultation requirements under the Endangered Species Act, and other federal and state laws and regulations. Considering these influences, the interdisciplinary team developed alternatives that address a range of designated routes and effects on resources.

¹ OHV use within the project area refers to the following OHV vehicle descriptions:

Class I – (quads, 3- wheelers) vehicles 50 inches or less in width, dry weight of 800 pounds or less, has a saddle, and travels on three or four wheels.

Class II OHVs include – (Jeeps, Sand Rails, SUVs, Side X Sides, etc) vehicles wider than 50", and dry weight of more than 800 pounds.

Class III – (motorcycles) vehicles on two tires, dry weight less than 600 pounds.

Alternatives Considered in Detail

Alternative 1: No Action

Alternative 1 is a No Action Alternative that would allow the previously approved 1992 *Motorized and Access Travel Management Decision for the Heppner Ranger District* (1992 ATM Plan) to continue as the management direction for OHV use in the West-End area of the Heppner Ranger District. OHV use in the project area would consist of 207 miles of roads designated for Class I, II, and III OHV use and Class I and III OHV cross country travel throughout the general forest access strategy area.

Table 2-1: Alternative 1 – Designated OHV use

	Open all year (Green)	Seasonal restrictions (Blue)	Total Miles
Designated trails: Class I and III OHVs only (Map designation – dashed)	0	0	0
Designated new trails: Class I and III OHVs only (Map designation – triple parallel line)	0	0	0
Cross country travel of Class I and III OHVs	Yes		

Designated trails:

No OHV trails would be designated on closed roads or user created trails. Cross country travel could include use of closed roads or user created trails.

Seasonal routes:

Under the No Action Alternative OHV use in the Winter Range is allowed on open roads in compliance with seasonal use restrictions. The seasonal use period is: seasonal roads are open to OHV from April 16 to November 30. Roads designated as open all year in the winter range would also be open to OHVs all year.

Bull Prairie Campground:

OHVs would be allowed to operate throughout the Bull Prairie Campground and Administrative site.

Cross Country Travel:

Cross country travel would be allowed throughout the general forest area as identified in the 1992 ATM Plan.

The no action alternative allows for the most non restrictive use of OHVs. Detailed maps of Alternative 1 can be found in Appendix A.

Alternative 2: Proposed Action

The proposed action focuses on changes being proposed to the existing OHV system in the West End OHV Project area. Currently there are 207 miles of open roads available for both OHVs (Class I, II and III) and highway legal vehicles. No change is proposed for this part of the existing system. The proposed action as described focuses on the following changes for the West End associated with: cross country travel, the designation of motorized trails, the development of new trails, and adjustments to Bull Prairie Campground. The end results of these changes combined with the existing condition is displayed in Appendix A – Maps; Alternative 2 and Alternative 2, 3, and 5 Bull Prairie Campground OHV Access.

The Proposed Action identifies a designated system of roads and trails that would be available for OHV use. There would be 77 miles of designated trails² (closed roads) and 6 miles of designated new trails (new or user created trail) available for Class I and III OHV use. Cross country travel would no longer be permitted in the general forest area.

The proposed action meets the purpose and need by complying with the Travel Rule, reducing the potential for impacts to natural resources resulting from OHV use, reducing conflicts between Bull Prairie Campground users, providing loop systems connecting the previously designated system of roads open to motorized use, and providing connections into the Morrow/Grant County OHV Park.

The proposed action would designate OHV use to include:

Table 2-2: Alternative 2 – Designated OHV use

	Miles of trail open all year (Green)	Miles of trail with seasonal restrictions (Blue)	Total Miles
Designated trails: Class I and III OHVs only (Map designation – dashed)	46	31	77
Designated new trails: Class I and III OHVs only (Map designation – triple parallel line)	5.5	0.5	6
Cross country travel of Class I and III OHVs	No		
Total	51.5	31.5	83

Designated trails:

Seventy-seven miles of designated trails on system roads that are currently closed to highway-legal motor vehicles would be available for Class I and III OHV use. Class II OHV use would not be permitted on these trails. Off road use would not be allowed from designated trails. The

² **Designated trails** are OHV routes identified on system roads that are currently closed to highway-legal motor vehicles. Class II OHV use would not be permitted on these trails. Off road use would not be allowed from designated trails. **Designated New Trail** or **New Trail** would be either located on user created trail or constructed and would not be classified as a road. Class II use would not be permitted on these new trails. Off road use would not be allowed from these new trails.

Alternative 2 Map identifies designated trails proposed to be open for OHV use as a dashed line.

Six miles of new trail would be designated or constructed as motorized trails for Class I and III OHV use. New trails would be located to provide loops or connect two trail systems. The Alternative 2 Map identifies designated trails for OHV use as a triple parallel line. Trails are located throughout the project area:

- The proposed trail in section 15, T 7 S, R 25 E would provide a connection from Fairview Campground to FS Road 2500400. (See Alternative 2 Map).
- The proposed trail in section 25, of T. 7 S., R. 25 E. along with trails proposed in section 31 of T 7 S, R 26 E and sections 6 and 8 of T 8 S, R 26 E would provide a route around the 24 road that is closed to OHV use due to mixed use restrictions.
- The proposed trail in section 10 of T. 7S, R. 26 E. would provide a connection from 2128060 road to the 2128030 road providing access into the Morrow/Grant County OHV Park.
- The proposed trail in section 23 of T. 7S, R. 26 E. would provide a connection from the 2128065 road to the 2128060 road. This connection would provide a loop connection between the Morrow/Grant County OHV Park and the National Forest.
- The proposed trail in section 2 of T. 8 S., R. 26 E would provide a connecting loop between the 2400156 and the 2309020. This route was identified by the public as a popular riding loop.

Seasonal routes:

Seasonal routes would be associated with 31.5 miles of designated trails and designated new trails (see Alternative Map 2, seasonal trails are identified in blue).

- There would be twenty-five miles of designated trails seasonally opened to OHV use within the Monument and Kahler Winter Ranges. The seasonal routes would be consistent with 1992 ATM Plan for the Monument and Kahler Winter Ranges. Winter Range seasonal routes are open April 16 thru November 30. OHV use would not be allowed on these designated trails during the closed period.
- A 6.5 mile designated trail, closed FS Road 2128065 and the proposed connecting trail at the southern end of this route, would be open from December 1 through September 14. This seasonal route is located in Sections 2, 11, 13, 14, 23, and 24 of T. 7 S., R. 26 E.

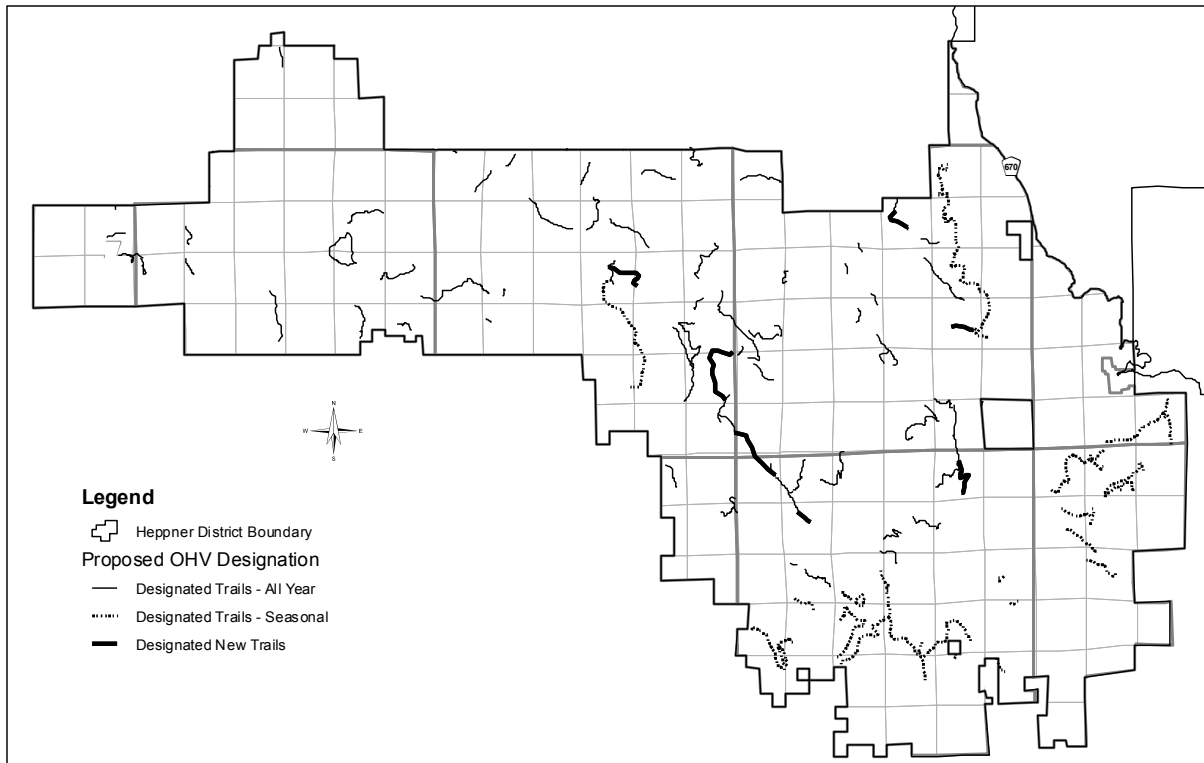


Figure 1: Alternative 2 - Proposed designated trail locations.

Figure 1 identifies the locations of proposed designated OHV trails throughout the project area. This figure only includes those OHV trails being proposed in the alternative and does not constitute the entire OHV system in the project area. The proposed designated trails would provide connections to the existing OHV designated roads identified in the *1992 ATM Plan*. Roads designated as OHV routes in the 1992 ATM Plan would remain in effect under this alternative. A detailed map of the alternative and previously identified OHV system can be found in Appendix A.

Bull Prairie Campground:

OHVs would not be allowed to operate within the Bull Prairie Campground and administrative site (see Map 8, Appendix A).

The gate on the 2307035 would be the boundary on the southern end of the campground. The 2000350 and the 2039000 would be the boundary at the north end of the campground. OHVs would not be allowed to operate within these boundaries of the Bull Prairie Campground and administrative site.

Cross Country Travel:

OHV use would be limited to designated routes.

The proposed action would eliminate cross-country travel and the use of closed roads and user created trails within the project area that were determined to conflict with general criteria as outlined in the Travel Rule.

Changes to the Proposed Action following scoping:

Minor changes to the proposed action have been made based on information gathered or mapping errors identified following the release of the Proposed Action to the public.

- 2300018 Removed from proposed action, a culvert has been removed. This road was previously decommissioned.
- 2400014 Removed from proposed action, this is an isolated closed road.
- 2039020 Included in the proposed action, this road was previously mapped incorrectly.
- 2400000 Correct mixed use road allocation, mixed use restriction ends at the junction of the 2406000.

Alternative 3:

This alternative focuses on changes being proposed to the existing OHV system in the West End OHV Project area. Currently there are 207 miles of open roads available for both OHVs (Class I, II and III) and highway legal vehicles. No change is proposed for this part of the existing system. Alternative 3 as described focuses on the following changes for the West End associated with cross country travel and adjustments to Bull Prairie Campground. The end results of these changes combined with the existing condition is displayed in Appendix A – Maps; Alternative 3 and Alternative 2, 3, and 5 Bull Prairie Campground OHV Access.

Alternative 3 would eliminate cross country travel in the general forest. This alternative more closely matches the OHV policy on the rest of the district and is an alternative proposed during the scoping process. This alternative also serves as a baseline for comparison, along with the No Action Alternative. Together they represent the outer limits of the motorized access decision space for this action

This alternative meets the purpose and need by complying with the Travel Rule, reducing the potential for impacts from cross country travel to resources and Bull Prairie Campground users, and to a lesser extent than the proposed action by providing loop rides and connections to the OHV Park.

Alternative 3 would designate OHV use to include:

Table 2-3: Alternative 3 – Designated OHV use

	Open all year (Green)	Seasonal restrictions (Blue)	Total Miles
Designated trails: Class I and III OHVs only (Map designation – dashed)	0	0	0
Designated new trails: Class I and III OHVs only (Map designation – Yellow and black solid line)	0	0	0
Cross country travel of Class I and III OHVs	No		

Designated trails:

No additional trails would be designated on system roads for Class I, II, or III OHV use.

No new trail would be designated or constructed as motorized trails for Class I, II, and III OHV use.

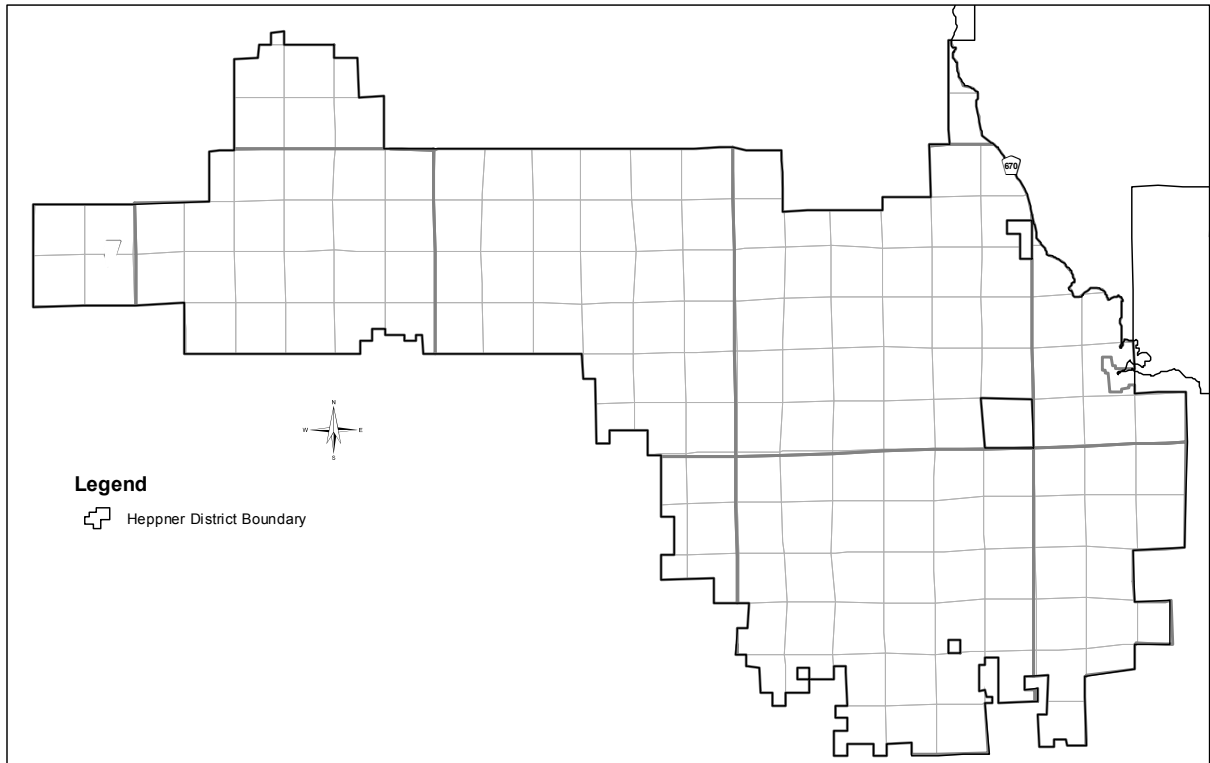


Figure 2: Alternative 3 - Proposed designated OHV trail locations

Figure 2 identifies no proposed designated OHV trail in the project area. This figure does not include the entire OHV system of roads in the project area identified in the 1992 ATM Plan. Roads designated as OHV routes in the 1992 ATM Plan would remain in effect under this alternative. A detailed map of the alternative and previously identified OHV system can be found in Appendix A.

Bull Prairie Campground:

OHV use within the Bull Prairie Campground would be the same as Alternative 2.

Cross Country:

OHV use would be limited to designated routes.

Alternative 4:

Alternative 4 focuses on changes being proposed to the existing OHV system in the West End OHV Project area. Currently there are 207 miles of open roads available for both OHVs (Class I, II and III) and highway legal vehicles. No change is proposed for this part of the existing system. Alternative 4 as described focuses on the following changes for the West End associated with: cross country travel, the designation of motorized trails, the development of new trails, and

adjustments to Bull Prairie Campground. The end results of these changes combined with the existing condition is displayed in Appendix A – Maps; *Alternative 4* and *Alternative 4 Bull Prairie Campground OHV Access*.

This alternative was developed to address the general concern expressed regarding the need for small loops and larger connections across the project area, between the Morrow/Grant County OHV Park, connecting areas east and west of Highway 207, and to provide access to developed campgrounds for OHV users.

The proposed action was reviewed with site specific comments made about loops and the Interdisciplinary Team's review to make connections between areas. There would be 86 miles available as designated trails and designated new trails for Class I and III OHV use. New trails would be added to provide connections to the designated OHV system on open roads in the project area and provide loops and access to the Morrow/Grant County OHV Park. The proposal focuses on roads and routes that were important to the recreational users and provides access to: key destinations on the Forest, the Morrow/Grant County OHV Park, a portion of the campsites at Bull Prairie Campground, and loop riding systems.

The proposed action meets the purpose and need by complying with the Travel Rule, reducing the potential for impacts to natural resources resulting from OHV use, reducing conflicts between Bull Prairie Campground users, and providing loop systems connecting the previously designated system of roads open to motorized use, providing connections into the Morrow/Grant County OHV Park. A detailed map of Alternative 4 can be found in Appendix A. Alternative 4 would designate OHV use to include:

Table 2-4: Alternative 4 – Designated OHV use

	Open all year	Seasonal restrictions	Total Miles
Designated trails: Class I and III OHVs only (Map designation – dashed)	53	25	78
Designated new trails: Class I and III OHVs only (Map designation – (triple line))	8	0	8
Cross country travel of Class I and III OHVs	No		
Total	61	25	86

Designated trails:

Seventy-eight miles of designated trails on system roads that are currently closed to highway-legal motor vehicles would be available for Class I and III OHV use. Class II OHV use would not be permitted on these trails. Off road use would not be allowed from designated trails. The Alternative 4 Map identifies designated trails proposed to be open for OHV use as a dashed line.

- In section 3 of T. 7 S., R. 24 E. designate FS Road 2140428 as a designated trail to connect a designated new trail between FS Roads 2142000 and 2140428. This route would provide access around mixed use restriction on Road 2100000.
- In section 12 of T. 7 S., R. 24 E. and sections 6 and 7 of T. 7 S., R. 25 E designate FS

Road 2100393 as a designated trail to create a connection between Road 2141000 and 2100390. This would provide access around mixed use restrictions on FS Road 2100000 permitting riders to move between the Collins Butte area and the Fairview Campground area.

- In section 9 of T. 7 S., R. 25 E designate FS Road 2516101 as a designated trail to coincide with a new trail that would provide a shorter route out of Fairview Campground to the east side of State Highway 207.

Eight miles of new trail would be designated or constructed as motorized trails for Class I and III OHV use. This would include the seven sections identified in Alternative 2 (6 miles) plus six new sections (2 miles) specific to Alternative 4. Designated new trails are used to close loops or connect two trail systems. The Alternative 4 Map identifies designated trails for OHV use as a triple parallel line. Additional trails unique to Alternative 4 would be included as follows:

- In section 3 of T. 7 S., R. 24 E. designate a new trail between 2100000 and 2140428 to provide a connection between the north and south areas of Road 2100000.
- In section 13 of T. 7 S., R. 24 E. designate a new trail between 2141020 and 2141040 to create a popular riding loop identified by the public.
- In section 17 of T. 7 S., R. 24 E. designate a new trail between 2142095 and 2500059. This connects a ridge on FS Road 2142000 to FS Road 2500000.
- In section 9 of T. 7 S., R. 25 E. designate a new trail between 2516000 and 2516101 to provide a shorter route out of Fairview Campground to the east side of State Highway 207.
- In section 10 of T. 7 S., R. 25 E. designate a new trail between 2000350 and 2516102 to provide a location for a designated OHV crossing of State Highway 207.
- In section 9 of T. 7 S., R. 26 E. designate a new trail between the south end of Morrow/Grant County OHV Park to 2307040. This trail would connect into a new trail system currently under development in the OHV Park.

Seasonal routes:

- Alternative 4 would include the same seasonal dates in the Big Game Winter Ranges as Alternative 2.
- Designated route 2128065 and associated new trail would be open all year under Alternative 4.

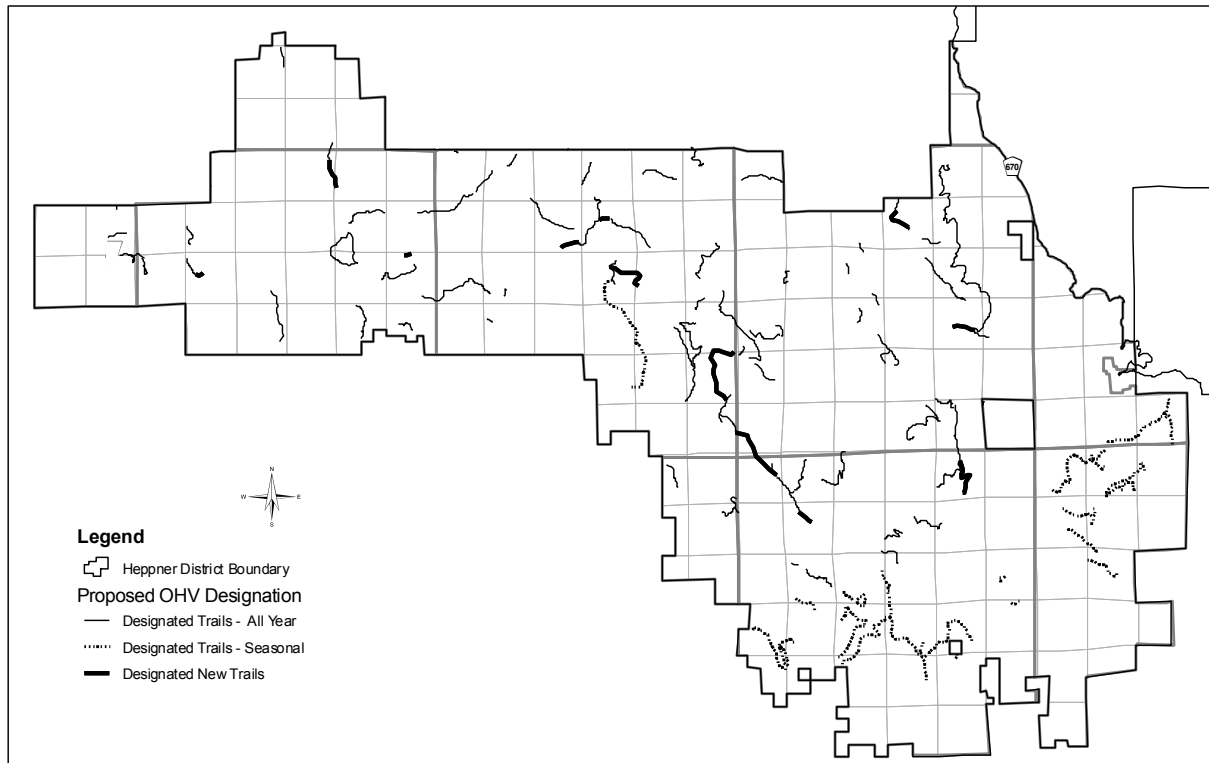


Figure 3 – Alternative 4 – Proposed designated trails

Figure 3 identifies the locations of proposed designated OHV trails throughout the project area. This figure only includes those OHV trails being proposed in the alternative and does not constitute the entire OHV system in the project area. The proposed designated trails would provide connections to the existing OHV designated roads identified in the 1992 ATM Plan. Roads designated as OHV routes in the 1992 ATM Plan would remain in effect under this alternative. A detailed map of the alternative and previously identified OHV system can be found in Appendix A.

Bull Prairie Campground:

Two roads within the Bull Prairie Campground and administrative site would be designated as part of the OHV system.

The designated OHV route would extend FS Road 2307035 into the south campground area and extend FS Road 2309000 into the north campground. Both of these roads are currently gravel surface and located on the outer edges of the campground. OHVs would not be allowed within the paved portions of the Bull Prairie Campground administrative site (see Map 9, Appendix A).

Cross Country Travel:

OHV use would be limited to designated routes.

Alternative 5:

Alternative 5 focuses on changes being proposed to the existing OHV system in the West End OHV Project area. Currently there are 207 miles of open roads available for both OHVs (Class I, II and III) and highway legal vehicles. No change is proposed for this part of the existing system.

Alternative 5 as described focuses on the following changes for the West End associated with: cross country travel, the designation of motorized trails, the development of new trails, and adjustments to Bull Prairie Campground. The end results of these changes combined with the existing condition is displayed in Appendix A – Maps; *Alternative 5* and *Alternative 2, 3, and 5 Bull Prairie Campground OHV Access*.

Alternative 5 addresses the general comments about wildlife concerns while still addressing the need for loops and trail connections into the existing designated system. There would be 26 miles available as designated trails and designated new trails for Class I and III OHV use.

Alternative 5 meets the purpose and need by complying with the Travel Rule, reducing the potential for impacts on natural resources resulting from OHV use, addressing conflicts between Bull Prairie Campground users, providing loop systems connecting the previously designated system of roads open to motorized use, and providing connections into the Morrow/Grant County OHV Park. A detailed map of Alternative 5 can be found in Appendix A. Alternative 5 would designate OHV use to include:

Table 2-5: Alternative 5 – Designated OHV use

	Open all year	Seasonal restrictions	Total Miles
Designated trails: Class I and III OHVs only (Map designation – dashed)	13	8	21
Designated new trails: Class I and III OHVs only (Map designation – (triple line))	5	0	5
Cross country travel of Class I and III OHVs	No		
Total	18	8	26

Designated trails:

Thirteen miles of designated trails proposed in Alternative 2 would also be included in Alternative 5. The Alternative 5 Map identifies designated trails proposed to be open for OHV use as a dashed line. Designated trails included in Alternative 5 would include:

- Links to the trail system back into the Morrow/Grant County OHV Park,
- Provide OHV access around the FS Road 24 mixed use,
- Provide loops, connections and access to various viewpoints or destinations throughout the project area.

Five miles of designated new trail proposed in Alternative 2 would also be included in Alternative 5. The Alternative 5 Map identifies designated trails for OHV use as a triple parallel line. Designated new trails included in Alternative 5 are:

- The trail connecting to Fairview Campground,
- The three connecting trails bypassing the mixed-use restriction on the 2400000 road,
- The trail connecting the 2128060 to the 2128030 and leading into the Morrow/Grant

County OHV Park.

- One additional trail not identified in Alternative 2 is proposed to connect the north half of the 2128065 to the 21287064.

Seasonal routes:

- Alternative 5 would include the same seasonal dates in the Big Game Winter Ranges as Alternative 2.
- Designated route 2128065 and associated new trail would be open all year under Alternative 5.

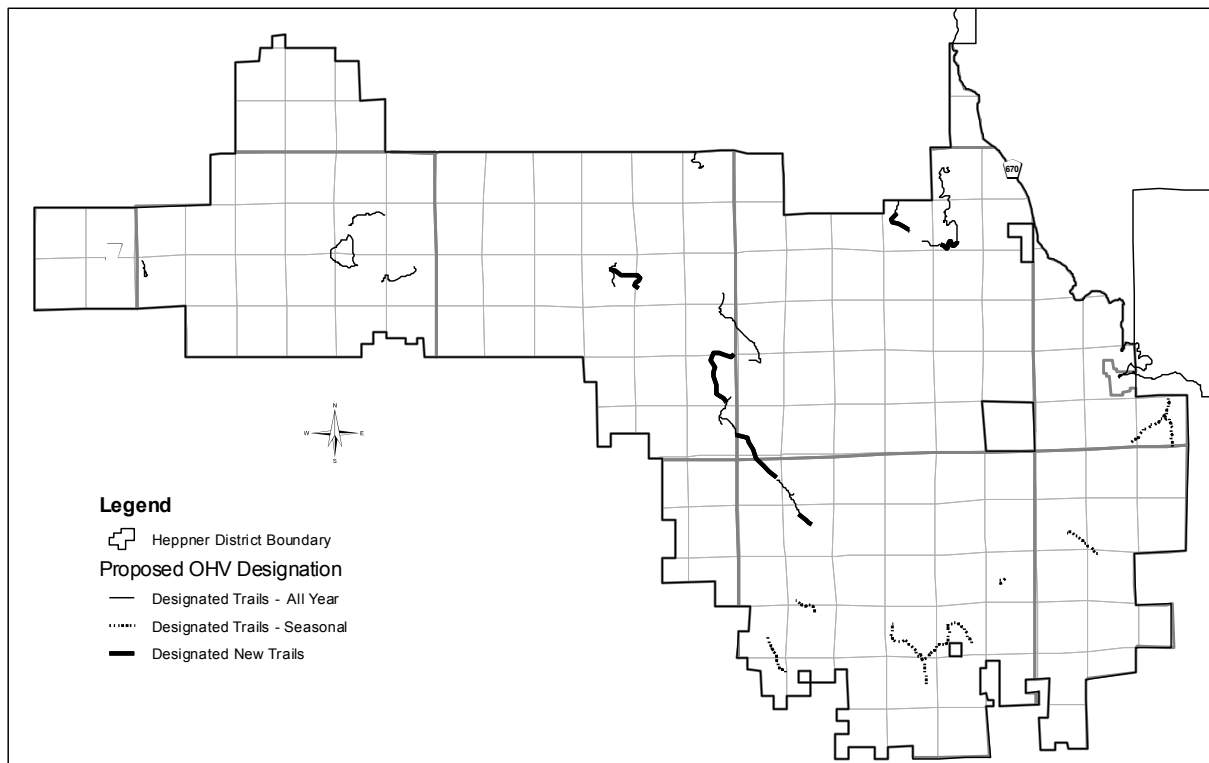


Figure 4: Alternative 5 – Proposed designated trails

Figure 4 identifies the locations of proposed designated OHV trails throughout the project area. This figure only includes those OHV trails being proposed in the alternative and does not constitute the entire OHV system in the project area. The proposed designated trails would provide connections to the existing OHV designated roads identified in the 1992 ATM Plan. Roads designated as OHV routes in the 1992 ATM Plan would remain in effect under this alternative. A detailed map of the alternative and previously identified OHV system can be found in Appendix A.

Bull Prairie Campground:

OHV use within the Bull Prairie Campground would be the same as Alternative 2.

Cross Country Travel:

OHV use would be limited to designated routes.

Alternatives Considered but not in Detail

Open Forest Road 2128000 for OHV use.

The Travel Rule identifies specific criteria for the designation of roads considered for OHV use: speed, volume of traffic, composition and distribution of traffic on roads, and the compatibility of vehicle class with road geometry and road surface. The mixed use analysis considered these parameters when designating area roads as closed to OHVs. This determination was made outside of the scope of this project. OHV use on roads where highway legal motor vehicle traffic mixed with OHV use (mixed-use) creates high levels of safety concerns will not be included in this analysis. The mixed use analysis identified twenty-nine miles of roads open to motor vehicle traffic that will be closed to all classes of OHV use due to mixed use concerns under all alternatives. This would include the paved portion of FS Road 2039 into Bull Prairie, FS Road 21-West from State Highway 207 to FS Road 25, 4.6 miles of FS Road 2128 and FS Road 24 from Highway 207 to junction with FS Road 2406. Alternative routes to roads closed to OHV use due to mixed-use restrictions were considered in alternative development.

Designate trails for Class II vehicles

This alternative was not fully developed due to the difference in size, weight and capability of Class II OHVs compared to Class I and III OHVs. The 1992 ATM plan provides 207 miles of designated roads for Class II OHV use. These 207 miles of designated routes will remain part of the overall OHV trail system and are not included in this project. It was determined that enforcement challenges between Class II OHVs and small pickups would be difficult with the current resources available. Therefore the decision to limit vehicle size on designated trails was drawn at Class I and III OHVs. By limiting the type of OHV use on designated trails several alternatives were developed to include additional routes for Class I and III OHVs use.

Build a trail around Bull Prairie to connect the 2039000 (north) and 2307035 (south) sides of the reservoir.

Due to the restrictions in the Bull Prairie Campground identified in the proposed action a commenter requested an alternative route to get to roads and trails on either side of the campground. This alternative was not fully developed because access around the campground is provided using designated routes through the Morrow/Grant County OHV Park on existing designated roads and trails. For this reason there is no immediate need to include the requested trail and no alternative was developed to include this trail.

Allow OHV full access to Bull Prairie Campground and administrative site.

OHV use in the Bull Prairie Campground has increased in recent years. This reservoir is designated by the Oregon State Marine Board as a motor prohibited water body (OAR-ORS: 250-020-0125). A general criterion of the Travel Rule includes consideration of conflicts among uses of National Forest System lands when considering the designation of roads and trails (36 CFR 212.55). OHV access to the campground has been limited in all action alternatives. Alternative 1 allows full access into the campground and Alternative 4 provides access to the campsites that can be accessed without riding OHVs on paved roads. See the recreation analysis in Chapter 3 of this EA for a more detailed description of the effects of each alternative on access to Bull Prairie Campground. This alternative was not fully developed as an action alternative because it would not meet the purpose and need to reduce user conflict within the campground. Alternative 1

provides a basis for comparison between access within the campground and restricting that access as described in the proposed action.

Close all roads and areas to OHVs.

During the scoping process it was suggested that an alternative be developed that would restrict OHV use from all roads or a portion of roads within the project area. This alternative was not developed because it would not meet the purpose and need of the project to designate a system of roads, trails and riding areas for OHV use. The Forest Plan provides guidance and standards for OHV use on the forest. Seven of the management areas within the project area allow some level of OHV use.

Eliminate OHV use on open roads.

This alternative was not further developed because it did not meet the purpose and need of the project. In response to the publication of the Travel Rule in 2005, the Umatilla National Forest Supervisor incorporated previous travel management decisions across the Forest to continue OHV use designation on open roads, including in the project area (36 CFR 212.50 (b)). As described in the Background section of Chapter 1 in this EA, the *1992 Motorized and Access Travel Management Decision for the Heppner Ranger District* (1992 ATM Plan) designated OHV use on open roads across the Heppner Ranger District. Therefore the purpose and need of this project did not revisit this previous decision. Only those portions of the 1992 ATM Plan that were not in compliance with the Travel Rule were revisited in this project.

In addition, in 2008 an engineering analysis (mixed-use analysis) was completed for all roads in the project area that had both full size vehicles and OHV use. This analysis examined several factors in determining risk to OHV and other forest users as described in 36 CFR 212.55 (c); *Specific criteria for designation of roads*. The roads identified in the mixed-use analysis that were determined to be a concern to OHV riders were administratively removed from the system of roads, trails and areas for OHV use.

Limited use of OHVs within a specified distance from open roads

It was suggested that the 300 foot travel distance for OHVs to enter and leave a dispersed campsite or to gather firewood off of an open road should no longer be allowed. This alternative was not further developed because it is not within the scope of this project. The 300 foot travel allowance only applies to open roads. This project did not revisit the 1992 decision in relation to open roads. The 300 foot travel maximum to and from campsites or as authorized in the firewood permit system is considered in the cumulative effects sections of Chapter 3 for each resource as appropriate.

Designate all open and closed roads for OHV use but allow no cross country travel.

Open roads that are not included in the OHV route system are either closed to OHV use based on mixed use concerns or because they are roads that are not within the Forest Service's jurisdiction. The interdisciplinary team considered the Travel Rule general and specific criteria for each closed road. OHV use on closed roads that would result in resource damage that could not be mitigated or that violated state or federal law were not included in any of the action alternatives. The results of this analysis can be found in the Appendix of this EA.

Cross country travel was eliminated from all action alternatives because use of such a large area would not be consistent with the national policy in that the area designation is intended to be

limited to small, definable areas, such as sand dune areas, lakebeds or mineral quarries where such use can be effectively contained and managed and has limited resource impacts. With continued increase in the use of OHV for recreation and considering the size and landscape of this area this approach would be hard to manage and result in the undesirable impacts to resources.

Eliminate all connections between the Forest and the Morrow/Grant County OHV Park

An alternative to eliminate connections between the OHV Park and the Forest Service was not considered in detail because two connections currently exist on open roads. Eliminating these connections would be beyond the scope of this project. The proposed action and the alternative actions provide a variety of connections to the OHV Park (see Alternative Comparison Table at the end of this Chapter). Alternative 3 does not add any additional connections to the OHV Park.

Designate OHV riding areas

Although many people enjoy the cross country travel currently occurring within the project area an alternative was not developed that provides a designated riding area. Throughout the development of this project and the scoping of the proposed action no specific areas were identified by the public as a desired riding area. A designated riding area is intended to be limited to small, definable areas, such as sand dune areas, lakebeds or mineral quarries where such use can be effectively contained and managed and have limited resource impacts. The project area does not contain any areas or terrain that would lend itself to a defined space where overland travel would be a manageable form of recreation for OHV users. For these reasons an alternative that included designated riding areas was not fully developed.

Management Requirements and Project Design Elements

The Umatilla National Forest uses two types of mitigation when planning or implementing any project. Management requirements would be implemented to meet the stated objectives. These requirements represent standard operating procedures or Best Management Practices for the protection of forest resources. The source for the requirements is the Forest Plan guidelines and provisions developed by the Umatilla National Forest. Project design elements are practices that the interdisciplinary team develops during the analysis to address site-specific environmental concerns that were not sufficiently addressed by existing management requirements.

1. The design, location, and maintenance of OHV routes would be the result of specific trail management objectives developed for each OHV trail.
2. Monitoring OHV activities in order to detect existing and likely future impacts to water quality and aquatic features. If impacts exist or are likely to occur, appropriate corrective measures would be implemented.
3. Design of OHV trails would avoid tight radius curves and steep slopes where possible.
4. OHV trail construction would occur during the dry season, include developing needed drainage structures, and seeding the sites before the rainy season.
5. During trail layout and construction follow existing edges and openings; minimize trail construction within interior closed canopy forest.
6. Do not construct OHV trails within Dedicated Old Growth or winter range habitat.
7. Avoid green trees and snags where possible during trail construction. If green trees and

- snags are felled during construction, leave them where they lay unless necessary to cut them out of the trail.
8. Downed wood cut out of trails during trail maintenance should remain on the forest floor.
 9. Minimize width of constructed trails to accommodate 50 inch width OHV use.
 10. Provide the Forest Service personnel with weed identification material so that they might be better able to recognize the presence of noxious weeds. Display weed information for the public users on information boards.
 11. Trails and areas where disturbance has occurred will be inspected for noxious weeds on an annual basis and treated using approved plans.
 12. If priority noxious weeds are found on designated trails the route may need to be closed until the area has been treated.
 13. User created trails will be evaluated and rehabilitated as necessary.
 14. During trail layout and construction avoid known historic and prehistoric sites.
 15. Trails may be temporarily closed to protect resources until further evaluation is conducted.

Monitoring and Evaluation

Monitoring would occur for the effects of motor vehicle use on designated roads and trails and in designated areas consistent with the Forest Plan when appropriate and feasible (36 CFR 212.57). The designated system may be revised as needed to meet changing conditions (36 CFR 212.54).

This may include:

1. During the first year of implementation monitor all trails within riparian habitat conservation areas on to determine locations where future concerns about fish habitat and water quality may occur.
2. Periodically adjust Riparian Habitat Conservation Area monitoring based on changes in OHV use.
3. Annual monitoring will also occur during trail maintenance and may include: removal of down trees from designated trails, replacement of signs, inventory/treatment of noxious weeds, locating areas where potential resource damage may occur, and identifying areas of non-compliance.
4. Field going Forest Service personnel assist in monitoring during field work and report concerns to the District recreation program managers.
5. The District will continue to use forest protection officers and law enforcement officers to provide enforcement and conduct compliance checks periodically and using scheduled patrols during high use periods.

Comparison of Alternatives

OHV Planning Comparison of Alternatives.

This section provides a summary of the effects of implementing each alternative. Information in the table is focused on activities and effects where different levels of effects or outputs can be distinguished quantitatively or qualitatively among alternatives.

Table 2-6. Comparison Response to Purpose and Need by Alternative:

	1	2	3	4	5
There is a need for travel management on the Heppner Ranger District to be consistent with the Travel Rule by designating roads, trails, and areas for OHV use.	Cross country travel on 61,000 acres. Does not comply with the Travel Rule.	Designated system includes 83 miles of trails for OHV use. Complies with the Travel Rule.	Designated system includes 0 miles of roads, and trails for OHV use. Complies with the Travel Rule.	Designated system includes 86 miles of trails for OHV use. Complies with the Travel Rule.	Designated system includes 26 miles of trails for OHV use. Complies with the Travel Rule.
Potential for impacts from cross country travel associated with noxious weed spread, sedimentation, fish habitat, water quality, and the disturbance of big game habitat.	Impacts to resources would occur where OHV travel cross country and along designated routes. Unable to locate or monitor impacts from all OHV cross country use.	Impacts to resources would occur along 83 miles of designated routes. Monitoring and management of impacts would be possible.	Impacts to resources would occur along 0 miles of designated routes. Monitoring and management of impacts would be possible.	Impacts to resources would occur along 86 miles of designated routes. Monitoring and management of impacts would be possible.	Impacts to resources would occur along 26 miles of designated routes. Monitoring and management of impacts would be possible.
Disturbance of big game while occupying the general forest area, particularly the Fossil Unit Miles of OHV system roads and trails in the general forest area elk security areas, cover > ½ mile from OHV routes in the general forest area	Fossil Unit 4.2 miles/mile ² 0 acres of elk security.	Fossil Unit 2.6 miles/mile ² 280 acres security.	Fossil Unit 2.3 miles/mile ² 465 acres security.	Fossil Unit 2.7 miles/mile ² 217 acres security.	Fossil Unit 2.4 miles/mile ² 464 acres security.
	Heppner Unit 3.2 miles/mile ² 0 acres of elk security.	Heppner Unit 2.3 miles/mile ² 1,149 acres security.	Heppner Unit 1.6 miles/mile ² 1,771 acres security.	Heppner Unit 2.3 miles/mile ² 1,149 acres security.	Heppner Unit 1.8 miles/mile ² 1,692 acres security.

Adjust OHV use within the Bull Prairie Campground to minimize conflicts between users.	<p>No adjustment made. Operation of OHVs would continue within and through the campground.</p> <p>Possible conflicts between users.</p>	<p>Operation of OHVs in the campground or traveling through the campground would not be allowed.</p> <p>Possible conflicts between users reduced.</p>	Same as Alternative 2	<p>Operation of OHVs would be allowed at 6 campsites located in the north and south camping areas but not within the main portion of the campground. OHVs would not be allowed to travel through the campground. Possible conflicts between users reduced from Alternative 1 but greater than alternative 2, 3, and 5.</p>	Same as Alternative 2
There is a need to provide logical connections to meet public demand for loop rides, restore connections where connections have been eliminated due to the risk to public safety, and to provide connections to the Morrow/Grant County OHV Park.	<p>Cross country travel provides the opportunity to make connections for loop rides and around mixed use restricted roads 24 and 2128.</p> <p>2 designated connections to OHV Park and 2 connections made by cross country travel.</p>	<p>Designated trails identified to complete loop rides and make connections between designated roads.</p> <p>Designates trail to bypass FS 24 and 2128 roads.</p> <p>4 designated connections to OHV Park provide access to east half of project area.</p>	<p>No connections or loops using designated trails. OHV use only on roads also open to passenger vehicles.</p> <p>No bypass of mixed use restricted roads 24 and 2128.</p> <p>2 connections to OHV Park with access to about 6 miles of the National Forest OHV road and trail system.</p>	<p>Loops and connections are the same as Alternative 2 with 6 additional connections or loop opportunities.</p> <p>Designates trail to bypass FS 24 and 2128 roads.</p> <p>5 designated connections to OHV Park providing access to the entire project area.</p>	<p>Loops and connections reduced compared to alternative 2, several connections remain.</p> <p>Designates trail to bypass FS 24 and 2128 roads.</p> <p>Same connection locations to OHV Park as Alternative 2.</p>

Table 2-7. Comparison of Effects to Resources by Alternative

Recreational Opportunities	1	2	3	4	5
Total cumulative miles available for OHV travel in the project area (project miles + existing miles).	207+	290	207	293	233
Designated trails – open all year (miles)	0	46	0	53	13
Designated trails - seasonal (miles)	0	31	0	25	8
Designated new trail – open all year	0	5.5	0	8	5
Designated new trail - seasonal	0	.5	0	0	0
Cross country travel of Class I and III OHVs	Yes	No	No	No	No
OHV routes designated in developed National Forest campgrounds: Bull Prairie Campground Fairview Campground	OHV riders have access to all campsites within Bull Prairie and Fairview campgrounds.	No designated OHV routes within the Bull Prairie campground. Designated OHV routes into and within Fairview campground.	No designated OHV routes into Bull Prairie or Fairview campgrounds.	2 designated routes into a portion of Bull Prairie Campground accessing 6 campsites Designated OHV route into and within Fairview campground.	Same as Alternative 2
OHV Park Connections	2 + cross country	4	2	5	4
Loops and connections around mixed use restrictions on FS Roads 21, 24, and 2128	Cross country	21 Road – Limited 24 Road – Yes 2128 Road - Yes	No	21 Road – Yes 24 Road – Yes 2128 Road - Yes	21 Road – Limited 24 Road – Yes 2128 Road - Limited

Designated new trails to create riding loops: 020 to 156, 2142 to 428, and 2141 to 390.	Cross country	Limited	No	Yes	No
Access to Specified View Points	All - Cross country	All	Limited	All	All
Non-Motorized Influence Zone (acres) (area > 0.5 mile from OHV use)	0	7,867	12,281	7,799	10,893

Wildlife and Wildlife Habitat	1	2	3	4	5
Acres of Rocky Mountain Elk habitat: > 0.5 miles from designated routes in the Monument Winter Range	0	4,328	6,423	4,328	5,123
Acres of Rocky Mountain Elk habitat: > 0.5 miles from designated routes in the Kahler Winter Range	0	976	1,712	976	1,698
Acres of Rocky Mountain Elk habitat: > 0.5 miles from designated routes in the E1 Management Area	0	2,193	3,485	2,123	3,248
Potential American marten habitat: miles of designated trail within habitat	No designated trails identified	21.1 - foraging 8 - denning	0	21.8 - foraging 8.3 - denning	6 - foraging 2.7 - denning
Columbia Spotted Frog – Sensitive Bald Eagle -Sensitive	May Impact	No Impact	No Impact	No Impact	No Impact
All other Endangered, Threatened, and Sensitive species	No Effect/Impact	No Effect/Impact	No Effect/Impact	No Effect/Impact	No Effect/Impact

Neotropical migratory birds Acres of impact on potential habitat	60,000	3.1	0	4.1	2.5
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Hydrology and Soils	1	2	3	4	5
Detrimental soil condition (acres) from newly designated trails	N/A	2.9	0	3.9	2.4
Erosion potential from OHV use on designated trails (tons/year)	88 ²	29	0	30	9
Potential stream sedimentation (tons/year)	2.1	0.9	0	0.9	0.3
OHV trail crossings of streams	126 ²	35	0	35	12

² For comparison purposes the total miles of closed roads were used to account for cross country travel throughout the project area.

Fish and Aquatic Habitat	1	2	3	4	5
Mid-Columbia Steelhead	May Effect	May Effect (Beneficial)	May Effect (Beneficial)	May Effect (Beneficial)	May Effect (Beneficial)
Interior Redband Trout	May impact individuals or habitat	May Impact (Beneficial)	May Impact (Beneficial)	May Impact (Beneficial)	May Impact (Beneficial)
Designated Critical Habitat for Steelhead	May Effect	May Effect (Beneficial)	May Effect (Beneficial)	May Effect (Beneficial)	May Effect (Beneficial)
Essential Fish Habitat for Chinook Salmon	May Effect	May Effect (Beneficial)	May Effect (Beneficial)	May Effect (Beneficial)	May Effect (Beneficial)

Botanical Species and Noxious Weeds	1	2	3	4	5
Arrow-leaved thelypody	May impact individuals or habitat	No Impact	No Impact	No Impact	No Impact
Bolander's spikerush	May impact individuals or habitat	No Impact	No Impact	No Impact	No Impact
Potential miles of roads and trails where noxious weeds could be distributed	430 ³	83	0	86	23
Annual cost to survey and treat noxious weeds on designated trail system.	\$13,000+	\$6,059	\$0	\$6,278	\$1,889
³ Total miles under Alternative 1 includes all closed roads in the project area to account for cross country travel disturbance.					

Landscape Characteristics	1	2	3	4	5
Natural integrity and apparent naturalness	No change	General Increase across project area – more than Alt 1 and 4	Greatest possible increase	General Increase across project area – more than Alt 1	General increase across project area – more than Alt 1, 2, and 4
Solitude and remoteness	None	General Increase across project area – more than alt 1 and 4	Greatest possible increase	General Increase across project area - more than Alt 1	General increase with 4 localized areas of trails – more than alt 1, 2, and 4

Implementation	1	2	3	4	5
Compliance and Enforcement	Low	High	Moderate	High	High
Annual maintenance cost	-	\$22,825	\$0	\$23,650	\$7,150